Amendments to the Specification

Please delete the heading "DESCRIPTION" before paragraph [0001]

Please add the following new heading before paragraph [0002]:

BACKGROUND

Please add the following new heading before paragraph [0003]:

SUMMARY OF THE INVENTION

Please replace paragraph [0003] with the following amended paragraph:

[0003] ~~The~~ An object of the present invention is ~~based on the objective of providing~~ to provide an internal combustion engine having a high-pressure accumulator system with a small number of parts so as to facilitate the assembly of the injection system.

Please replace paragraph [0004] with the following amended paragraph:

[0004] ~~This objective is achieved in that the~~ The present invention provides an internal combustion engine with an injection system that is configured as a high-pressure accumulator system, whereby at least one high-pressure pump is connected via a high-pressure supply line to a tubular high-pressure accumulator having connection fittings to which high-pressure lines are connected that serve to establish valve-controlled flow connections to injection valves that are used in the cylinder head of the internal combustion engine and that protrude into working areas formed by the cylinders, the pistons and the cylinder head. The connection fittings are arranged laterally offset with respect to the appertaining injection valves and in that the absolute magnitude of the offset is the same for all of the injection valves of one cylinder row of the internal combustion engine. The lateral offset of the connection fittings relative to the appertaining injection valves – which are each fitted with an electrically operated control block and which are preferably arranged in the middle of the appertaining cylinders in the preferably shared cylinder head of the cylinders of one cylinder row – allows the parts of the injection system to be assembled without any problem since, for instance, the injection valves with their high-pressure connections – which optionally exit laterally from the cylinder head – and the

tubular high-pressure accumulator are assembled first and afterwards the corresponding high-pressure lines can subsequently be placed between the injection valves or between the high-pressure line connections and the high-pressure accumulator system without any problem due to the lateral offset of the connections. In this context, it should be taken into consideration that the high-pressure accumulator system is arranged in close proximity to the injection valves in order to keep the length of the high-pressure lines short so as to create a hydraulically stiff injection system. As a result of the fact that the absolute magnitude of the offset is the same for all of the cylinders of one cylinder row and especially matches the distance of the injection valves in the cylinder head, the injection lines can be configured at least all with the same length. This is advantageous for adjusting the injection system.

Please add the following new heading before paragraph [0010]:

BRIEF DESCRIPTION OF THE DRAWING

Please add the following new paragraph and heading before paragraph [0012]:

[0010.1] The single figure shows an accumulator according to the present invention.

DETAILED DESCRIPTION

Please replace paragraph [0012] with the following amended paragraph:

[0012] ~~The single figure shows an overall view of the essential components of the accumulator injection system according to the invention.~~ A gear-driven fuel delivery pump 1 conveys fuel from a fuel tank (not shown here) via a feed line 2 into the support frame 3 of a fuel filter 4 in the form of a cup. After the fuel flows through the fuel filter 4, it is introduced into a control block 6 via a flow line 5. The control block 6 contains a pressure-control valve and a zero-delivery throttle that is constantly discharging a small amount of fuel, whereby this amount of fuel discharged by the pressure-control valve and by the zero- delivery throttle is discharged into a return line 9. The pressure-control valve determines the amount of fuel to be fed to two high-pressure pumps 7a, 7b via a feed line 8. Fuel that is to be discharged is returned to the support frame 3 of the fuel filter 4 via the return line 9. The high-pressure pumps 7a, 7b are connected to a tubular high-pressure accumulator 11 via identically configured high-pressure supply lines 10a,

10b. Furthermore, there are connection fittings 12a, 12b, 12c, 12d, 12e, 12f on the high-pressure accumulator 11 to which high-pressure lines 13a, 13b, 13c, 13d, 13e, 13f are fastened which are not connected to injection valves or high-pressure connections ~~(not shown here)~~. (In the case of the high-pressure line 13a located on one end across from the connection on the connection fitting 12a, a ring-shaped opening is shown that is formed in the cylinder head and that accommodates a high-pressure connection). The high-pressure accumulator 11 is fastened to the internal combustion engine by means of fasteners 14a, 14b, 14c, particularly to the cylinder head. The high-pressure accumulator 11 has a connection for a pressure sensor 15 and, on the opposite side, a connection for a discharge line 16 that is connected to the return line 9. A pressure-limiting valve 17 is located upstream from the discharge line 16.